



## **Terminal 2, Berths 205 and 206 Maintenance Dredging**

### **December 15, 2011**

#### **Introduction**

The Port of Portland (Port) proposes to conduct a maintenance dredging event at Berths 205 and 206 at Terminal 2 along the Willamette River. Dredging is necessary to maintain the navigational depth clearances required for deep-draft cargo vessels docking at these berths. Berth 205 was last dredged in 2008 to a depth of -36 plus 2 feet of overdredge and Berth 206 was last dredged in 2008 to a depth of -38 plus 2 feet of overdredge. The total volume of sediment removed was approximately 16,000 cubic yards.

#### **Federal and State Permits**

Dredging will be conducted under Corps permit NWP-2007-204 and Oregon Department of State Lands (DSL) permit 38245-RP. These permits allow dredging up to -40 feet CRD with two feet of overdredge. The Port will be applying for a DEQ Beneficial Use Determination which provides the authorization to place dredge material upland.

#### **Project Scope**

The design depth of Berth 205 for the proposed 2012 project is -36 feet CRD. With an additional two feet of overdredge allowance, the new surface material (NSM) would likely average -37 feet CRD. The Port is also considering possibly dredging to -38 feet with 2 feet of overdredge; in this case the NSM would average -39 feet CRD. The estimated volume of sediment to be dredged ranges from approximately 6,000 to 18,000 cy in case of the most likely dredging design depth of -36 feet CRD. If the Port selects the -38 feet CRD design depth, the estimated volume of sediment to be dredged will likely range from approximately 13,000 to 25,000 cy.

The design depth of Berth 206 for the proposed 2012 project is -38 feet CRD. With an additional two feet of overdredge allowance, the NSM would likely average -39 feet CRD. The Port is also considering possibly dredging to -40 feet with 2 feet of overdredge; in this case the NSM would average -41 feet CRD. The estimated volume of sediment to be dredged ranges from approximately 5,000 to 10,000 cy in case of the most likely dredging design depth of -38 feet CRD. If the Port selects the -40 feet CRD design depth, the estimated volume of sediment to be dredged will likely range from approximately 10,000 to 18,000 cy.

The Port will use its standard berth dredging methods, which are designed and have been previously demonstrated to minimize water quality impacts. A clamshell dredge will remove sediments using a close-lipped bucket operated either from the dock or from a floating crane. The depth and position of the bucket and dredge would be monitored by visual and positioning computer systems, including a global positioning system (GPS). The dredge material will be placed in a barge for transport and placement at an in-water placement site, an upland placement facility (West Hayden Island Placement Facility or Suttle Road Rehandling Facility), or another approved beneficial use site. Placement of this

dredged material at the upland placement facilities is not anticipated to generate return water to the Columbia River.

### **Schedule**

Dredging is planned to occur within the July 1 to October 31, 2012, in-water work window for the Willamette River.

### **Regional Sediment Evaluation Team (RSET) Process**

A Sampling and Analysis Plan (SAP) will be submitted in December 2011 to the Portland Sediment Evaluation Team (PSET) for their review and approval. Sediment sampling will be conducted January/February 2012 pending PSET approval. A Sediment Characterization Report (SCR) will be submitted to PSET in March 2012.

### **Regulatory Agency Contacts**

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